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111 FORT STREET, LOVE BUILDING.



Tuesday is ever the most busy day of the week on the waterfront, then it is that many of the fleet of island steamers get away for their respective ports laden with general merchandise, machinery and one thing and another that is supplied the other islands from or through Honolulu. Yesterday was no exception to the general rule and all was bustle and confusion along shore. Countless drays, carrying the freight to the steamers were crowding each other on the Esplanade and stevedores and steamer's crews were kept hustling from daylight until the last warning whistles of the departing vessels filled the harbor with their noisy din between the hours of 4 and 5 o'clock.

Shortly after noon the Kinau sailed for Hilo and the usual way ports with a number of passengers for the Rainy City and her hold full of the luxuries as well as the necessities of life.

At 4 o'clock the steamer Waialeale departed for Anahola, Hanamalu and Ahukini, with Captain Green in command as usual. The Maui sailed for Lahaina, Kahului, Nahiku, Hana, Hamoa and Kipahulu at 5 o'clock; Captain Sach was on the bridge. The steamer W. G. Hall sailed for Nawiliwili, Koloa, Elele and Niihau, also at 5 o'clock, and the Lehua went at the same hour, bound for Molokai ports and Lahaina.

The gasoline schooner Surprise, Captain Nystrom, sailed for Nawiliwili, Koloa, Elele, Makaweli, Hanapepe, Waimea and Kekaha late in the afternoon.

About 2 o'clock in the afternoon the United States Navy transport Solace, Captain Winslow, got away for the Philippines via Guam. The story of her departure, together with the facts of the ending of the trouble between the transport people and the customs authorities, appears in another column.

Arrivals yesterday were: the steamer Mauna Loa, Captain Simerson, from Lahaina, Kona and Kau ports; the steamer Ke Au Hou, Captain Mosher, from Anahola. The Mauna Loa brought the following cargo: 5375 bags of sugar, 556 bags of coffee, 117 bunches of bananas, 27 kegs of butter, 6 bales of tobacco, 6 bundles of onions, 5 bundles of hides, 4 hogs, 32 head of cattle, 277 packages of sundries.

The Ke Au Hou had a rough time of it at Kilauea, having two boat loads of freight capsized while attempting to land the goods. At Anahola she had the same experience and, after landing two boat loads of freight, she was compelled to put to sea. According to all reports, however, the weather is moderating on the windward side of Kauai. Carrying a good load of sugar, the schooner Helene put to sea yesterday, bound for San Francisco; Captain Christiansen is her master. The barkentine Gardner City also sailed; she is bound for the Sound in ballast. Captain Walton is her commander.

The fire in the Government coal pile at the corner of Allen and Kilauea streets, which is still burning, has caused trouble other than that which directly appertains to the coal itself. It seems that the water pumped from the harbor onto the fire has managed to find its way into the warehouse of the Inter-Island Steam Navigation Company, situated nearby, and that it has damaged the contents of the warehouse to a certain extent.

The Inter-Island steamer Mikahala is at present laid up for extensive repairs. She is lying at the foot of the Inter-Island wharf and has had her old foremast removed to give place to a new one. The canvas on her hurricane deck is also being taken up and new canvas will be put down. When these improvements have been made and the vessel has received new rigging and a fresh coat of paint all around, inside and outside, she will have the appearance of an entirely new boat.

President John Ena of the Inter-Island Company is at present under the weather and is confined to his house.

FORCED WAY THROUGH ICE.

VICTORIA, B. C., Oct. 30.—The United States Coast Survey steamer McArthur arrived here this morning en route from Alaska points to the Sound. The vessel left Seattle September 6th and her work of making chart corrections took her as far north as Cape Spencer, at the entrance of Cross Sound, which is a point where Nome-bound craft taking the in-shore passage have to veer off into the open. The vessel called in at Mt. Glacier. She entered the bay at night, being one of the few ships to get within sight of the glacier this year. On leaving the bay she found that she had to force her way through thick ice, which had formed during the short time she was in port. She reports that sealers are again endeavoring to consolidate. The owners of two-thirds of the schooners have agreed to pool their interests.

A Chinese cook of the scaler Ida Ella jumped overboard on the way from Unalaska because his cookstove smoked.

A NEW STEAMER.

The Pacific Coast Steamship Company has contracted for the construction of a splendid new steamer. She will be 270 feet long, 40 feet beam and 19 feet 6 inches depth of hold. She will carry 1,350 tons of freight and coal and will accommodate 162 first-class cabin passengers and 100 second-class passengers. Everything in the equipment of the vessel will be modern. She will be fitted throughout with electric lights and electric hoists, so that the jar and discomfort that accompanies the discharging of cargo by means of steam will be done away with.

The new vessel is to be named the Spokane. She will have three decks besides the "texas." There will be two tiers of staterooms. The after end of the upper house will be used as an observatory. The half-circle will be fitted with plate glass and all the cabin passengers will be able to view the glories of an Alaskan sunset without exposing themselves to the Arctic climate.

The Spokane will be fitted with a refrigerating plant. Game, poultry and all kinds of dainties will be put aboard the ship at Seattle, so that those who go north on the Spokane may enjoy the best of fare.

The Spokane is to be built by the Union Iron Works of San Francisco. In model

she somewhat resembles the Queen, but as far as accommodation is concerned she outclasses that vessel in every respect. The Spokane is to have a double bottom and bulkheads that will prevent a disaster, no matter in what form the danger comes. She is expected to easily make fifteen knots an hour, and the Pacific Coast Steamship Company expects to have her in commission next summer.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 8.

MERCHANTMEN.

(This list does not include coasters.)

Albert, Am. bk., Griffiths, San Francisco, November 5.

Bertie Minor, Am. schr., Ravese, Eureka, November 6.

Chas. E. Moody, Hansen, Tacoma, October 18.

C. F. Sargent, Am. sp., Gammons, Tacoma, October 27.

C. D. Bryant, Am. bk., Colly, San Francisco, November 5.

Enterprise, Am. schr., San Francisco, August 26.

Emily F. Whitney, Am. sp., Brigman, San Francisco, October 23.

Eureka, Am. schr., Schon, Eureka, November 5.

Emma Claudine, Am. schr., Nelson, San Francisco, November 12.

George Curtis, Am. sp., Calhoun, San Francisco, October 30.

Helen Brewer, Am. sp., McKay, New York, October 21.

H. D. Bendixen, Am. schr., Olsen, Port Blakeley, October 22.

Kennebec, Am. sp., W. F. Lewis, Newcastle, October 31.

Martha Davis, Am. bk., McAlman, Hilo, October 20.

Robert Lewers, Am. schr., Underwood, Port Ludlow, October 26.

Sebastian Bach, Br. bk., Nagasaki, Feb. 1901.

G. Wilder, Am. bktn., Jackson, San Francisco, October 27.

S. N. Castle, Am. bktn., B. O. Nelson, San Francisco, October 30.

Yola, Br. sp., Pennicuk, London, November 5.

JUSTICE TOO TARDY.

Trials Should Follow Commitments Speedily, Says Officer.

Deputy Sheriff Chillingworth, commenting on the Downing murder trial, states that if justice is to be meted out to the innocent and guilty alike, trials of prisoners should be held as soon after a crime is committed as possible. In the Downing trial, for instance, the killing happened eight months ago. In that time the police have had their hands full of cases of every description and, although their memories are sharpened by the very nature of their business, yet it is possible for error to creep into their testimony, merely on account of the extraordinary amount of evidence they are compelled to retain in their heads.

"If trials could be had as soon after a crime is committed as the courts will allow there will be less likelihood of the guilty escaping their just deserts and the innocent will be protected," says Chillingworth.

In all cases of physical or mental exhaustion, the use of a little Jesse Moore "AA" Whiskey will be found invaluable as a stimulant.



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A splendid opportunity is offered those who are interested to make comparisons of goods and prices on our entire lines, as catalogues from Coast houses have been liberally distributed by last mail from there, affording you just the opportunity desired.

We would suggest your bringing in these catalogues when in need of goods. For our stock contains ninety-five out of every hundred articles illustrated, made by the SAME people and in the SAME way.

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It must be borne in mind that the tendency is to place a catch article among goods here and there, upon which a quotation is made, some times at cost or below; in order, if possible, to deceive you into believing that the entire line is to be sold on that basis. We stand ready to meet every such price, even at a loss to ourselves.

WE ASSERT here, EMPHATICALLY, as we did last week, that our entire stock of loose and mounted diamonds are being sold at prices far below those on the Coast.

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REMEMBER further that an order to the States means CASH with order; you pay before you see the goods. How many business men in Honolulu receive cash with order, or even after several months, and yet the cash is just as necessary and acceptable to us as it is elsewhere, only we are more liberal with credits, which is to your advantage as well. Our stock in all lines never was as large as this fall. We can supply you with everything known or needed in our various departments, as a few minutes' glance through the stock will show you.

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